



THE DEVELOPMENT PLAN*

MILWAUKEE JUNCTION REHABILITATION PROJECT #2

DETROIT, WAYNE COUNTY, MICHIGAN

(REVISED DECEMBER 27, 1974)

Prepared by: Community and Economic Development Department
of the City of Detroit

*The terminology used herein complies with Act 344 of the
Public Acts of 1945, as amended, of the State of Michigan.

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DEVELOPMENT PLAN

A. Description of Project

1. Boundaries

- a) The Milwaukee Junction Rehabilitation Project No. 2 is located within the City of Detroit, County of Wayne, State of Michigan. The boundary of the development area is described as follows: Beginning at the intersection of the centerlines of Russell Street and Ferry Avenue, thence east along the centerline of Ferry Avenue to the point of intersection with the east property line of P.C. 13 which is the west property line of P. C. 8 and 17, thence south along the east property line of P. C. 13 which is the west property line of P. C. 8 and 17 to the point of intersection with the centerline of Farnsworth Avenue, thence west along the centerline of Farnsworth Avenue to the point of intersection with the centerline of Russell Street, thence north along the centerline of Russell to the point of beginning.
- b) The development area is shown on a map entitled "Land Use and Development Plan," dated May 1, 1974.

2. Development Plan Objectives

The objectives of the Development Plan are as follows:

- a) To assist in arresting the spread of blight in the area by removing substandard and dilapidated structures, non-conforming uses, and alleviating the general overcrowding of land in the development area.
- b) To provide an opportunity for the relocation of the residents of the area into decent, safe, and sanitary housing.
- c) To provide a functional development which will be harmonious with the future development of the surrounding area and in accordance with the objectives of the Master Plan of the City of Detroit.
- ✓d) To provide, within the area, for the expansion and development of necessary industrial uses, whose objectionable features subject them to extensive controls and locational problems.
- e) To develop an improvement program which, to the maximum degree consistent with the resources and responsibilities of the City, achieves the objectives of the citizens having an interest, either property or other, in the project area and/or its vicinity.
- f) To improve both vehicular and pedestrian circulation patterns in the area by opening or closing streets and alleys where necessary, and by reserving adequate property for streets, and other widenings, thus making the area both safer and more efficient.

3. Type of Proposed Renewal Action

a) Clearance

In order to eliminate blight and achieve the objectives of the Development Plan, portions of the Development Area will be cleared as indicated in the Land Use and

Development Plan, under the provisions of Act 344 of the Public Acts of 1945, as amended, of the State of Michigan, and this Development Plan. The new development will provide sites for expansion of existing, and development of new industrial uses in accordance with the Master Plan of the City of Detroit, the Proposed Zoning Plan, and the Land Use and Development Plan for the Development Area.

b) Public Improvements to be Provided

(1) Streets and Alleys

60' → 80' The Russell Street R-O-W will be widened along its easterly edge, between Ferry and Farnsworth, from its present width of sixty (60) feet to a total width of eighty (80) feet.

This widening will provide one additional lane of pavement for adequate vehicular circulation in the area.

The east-west alley in the center of the block bounded by Russell, Ferry, Riopelle, and Kirby, will be extended and widened to 26 feet to connect directly between Russell and Riopelle. All other alleys in this block will be vacated.

All alleys in the block bounded by Russell, Kirby, Riopelle and Frederick will be vacated and all except the south 150 feet of the north-south alley will be converted to easements for sub-surface utilities.

The east-west alley in the block bounded by Kirby, Riopelle, Frederick and the eastern project boundary will be vacated and converted to an easement for sub-surface utilities.

Farnsworth Street between Russell and Riopelle is to be closed and converted into an easement for subsurface utilities.

Pavement will be removed only in alleys that are vacated and/or converted to easements for utilities. All the above noted street and alley adjustments are indicated on the Street and Alley Adjustment Plan, dated May 1, 1974.

(2) Utilities

Existing utility lines will be retained if they are located in accord with the Development Plan or are required to serve the surrounding area. Local service lines will be abandoned where no longer needed. New underground lines of adequate capacity will be provided where needed. New and retained utility equipment will be designed and located so as to properly serve the needs of uses in the development area.

(See Sec. B. 3. c)

c) City of Detroit Policies

The City of Detroit will follow policies to insure that the design and construction of all facilities in the area contribute to these objectives and the Development Plan Objectives.

B. Land Use Plan

1. Land Use and Development Plan

Indicates existing street and alley rights-of-way and the nature of all proposed development in the area.

2. Street and Alley Adjustment Plan

Indicates proposed street and alley rights-of-way adjustments, variations, closings, openings, and easements.

3. Project Improvements

- a) Russell Street will be widened to a total width of eighty (80) feet, thus helping to provide for adequate vehicular circulation in the project area. The east-west alley in the center of the block bounded by Russell, Ferry, Riopelle, and Kirby will be widened and extended to connect directly between Russell and Riopelle. All other alleys in this block will be vacated.
- b) Kirby Street between Russell and Riopelle will be resurfaced and the pavement widened to 36 feet. New curbs and sidewalks will also be provided where needed.
- c) The requirement that new utility lines be located underground may be waived by the Community and Economic Development Department (C&EDD) or the City Council if it is determined that above ground utility lines will be consistent with the objectives of the development plan and will not adversely affect the design and environmental standards contained herein.
- d) Easements for subsurface utilities shall be maintained at locations shown on the Street and Alley Adjustment Plan. No structures may be erected or trees planted within these easements without permission of the City Council of the City of Detroit.

4. Additional Controls

- a) Only industrial uses described under M4 and M5 Industrial Districts in the Official Zoning Ordinance of the City of Detroit shall be permitted in the project area and only in those areas so designated on the modified proposed zoning map in this development plan. B4 and B5 uses as described in the Official Zoning Ordinance of the City of Detroit shall not be permitted in the project area. All B4 and B5 uses existing in the project area at the time of the adoption of this plan shall be considered legal nonconforming uses as defined by Article V of the Official Zoning Ordinance of the City of Detroit.
- b) The disposal of all waste products including, but not necessarily limited to particulate matter, gas emissions, smells, and vibrations originating from industries within the project area must conform to standards established by the Air Pollution Control Division of the Wayne County Department of Health and the Health Department of the City of Detroit.
- setback* c) There shall be a minimum building setback of ten (10) feet from the south right-of-way line of East Ferry Street and the east right-of-way line of the widened Russell Street and the land developed with sod and landscaping. No parking, loading, fences or storage of materials will be permitted within the setback area.

- d) All parking, loading, and maneuvering of trucks shall take place off of street and alley rights of way.

The number of off street parking spaces for passenger cars shall be: one parking space for each 550sq. ft. of gross floor area for manufacturing and processing uses, and one parking space for each 1,700 sq. ft. of gross floor area for warehousing use.

A parking space shall have a minimum of 180 sq. ft. exclusive of drives and aisleways.

All parking and loading areas and drives and access shall be surfaced with a concrete pavement having an asphaltic or Portland cement binder on an aggregate base of adequate thickness to withstand the intended usage. These areas should be even, adequately drained, and shall be designed and constructed to prevent the intrusion of traffic on landscaped areas. They will be screened from the street by proper orientation and through the use of low masonry walls or equivalent screening materials. (Chain link fencing or similar materials will not normally satisfy this requirement.)

- e) No signs shall be erected which do not pertain to activities conducted on the parcel upon which they are located. The size, location and general design of all signs shall conform to the objectives of the Development Plan and be subject to approval by the Community and Economic Development Department (C&EDD) of the City of Detroit.
- f) No buildings or accessory structures shall be over 80 feet high.
- g) Outdoor meters, transformers, air conditioning units and antennas shall be incorporated into the design of buildings and/or sites and be as unobtrusive as possible.
- h) All land not utilized for buildings and paving will be sodded and/or landscaped.
- i) All storage of materials shall be within buildings unless other arrangements are specifically approved by the Community and Economic Development Department of the City of Detroit.
- j) The exterior design of all buildings should include consideration of established design principles including those which will create:
- 1) Buildings whose character, as expressed through design and use of material, is appropriate for an industrial use.
 - 2) Buildings whose scale is compatible with nearby buildings.
 - 3) Buildings whose facades are unified in design, materials and colors.
 - 4) Buildings whose facade elements are of proper proportions.
- k) Prior to applying for a building permit for all construction and exterior alteration, the developer shall submit a preliminary set of plans to the Community and Economic Development Department for its approval. Such plans should be in sufficient detail to determine compliance with the Master Plan of the City of Detroit and the Development Plan for the project. If, after examination, the Community and Economic Development Department finds that the plans conform to the Development Plan, it shall approve the plan and also

arrange for the review of other agencies as appropriate. Such plans shall in any event be deemed approved unless formal rejections in whole or in part setting forth in detail the reasons thereof shall be made within sixty (60) days after submission of the plan to the Community and Economic Development Department.

- l) The provisions of the development plan shall become effective on the date of the adoption of the plan by the City Council of the City of Detroit and shall remain in effect for a period of at least 25 years from their effective date.
- m) All provisions of the development plan will be applicable to all real property not to be acquired in the project area if the owner thereof acquires project land.
- n) Where, owing to special conditions, a literal enforcement of these restrictions would result in unnecessary hardship, involving practical difficulties, or would constitute an unreasonable limitation beyond the spirit and purpose of these restrictions, the Community and Economic Development Department shall have the power to authorize a reasonable and minor variation of the terms of these restrictions that will not be contrary to the public interest and provided the modifications be consented to by the lessee and/or purchaser so that the spirit and purpose of these restrictions shall be observed.

C. Project Proposals

1. Land Acquisition

All real property within the project area, including that which is required for the widening of Russell Street, will be acquired for clearance and redevelopment in accordance with the Development Plan objectives, with the following exceptions:

- a) Property which is developed with sound industrial facilities of a type conforming to the Land Use and Development Plan.
- b) Property which is developed with industrial facilities having some structural deficiencies, and the use of which is in conformance with the Land Use and Development Plan.
- c) Property which is actively used in the operation of, and is adjacent to the types of uses as noted in the proceeding items (a) and (b), and is thus also in conformance with the Land Use and Development Plan.

2. Redeveloper's Obligations

The land acquired by the City of Detroit will be disposed of subject to an agreement between the City and the Redeveloper. Land disposition and review of redeveloper's plans will consider that:

- a) Land disposition documents will incorporate provisions for achieving all elements of the Development Plan, including the development and design objectives, through:

Fixed price offerings with the development and design objectives as a criteria for selecting the redeveloper; or through negotiation where the objectives are determining factors; or by other means which will assure the attainment of the objectives in order to allow for experimentation and freedom of architectural expression, no preconceived method of construction or architectural treatment is established. The developer's proposal will be judged by the performance standards to be

set forth in the disposition documents and will be evaluated in terms of urban design relationship to the total project and architectural treatment of the proposed development.

- b) Disposition documents shall spell out in detail the criteria to be met in order to achieve the development and design objectives.
- c) Land disposition documents shall also include provisions for insuring initiation and completion of construction within a reasonable period of time after the effective date of contract as determined by the type of redevelopment to be undertaken.
- d) Land disposition documents shall also include a Specific Declaration of Restrictions to be recorded and binding upon a sale or lease for the purpose of implementing these provisions, requirements and development and design objectives which apply throughout the project.
- e) The developers, their successors, or assigns, agree that there will be no discrimination against any person or group of persons on the basis of race, creed, color, sex, or national origin in the lease, transfer, use, occupancy, tenure or employment on the premises therein conveyed. Nor will the developer himself or any person claiming under or through him, establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, sublessees, employees, or vendees in the premises therein conveyed. The above provisions will be perpetual and will run with the land disposed of within the urban renewal areas by the City of Detroit.

3. Other Provisions Necessary to Meet State and Local Requirements

- a) Relocation Plan is hereby made a part of the Development Plan as required by Section 4 (c) of the Rehabilitation of Blighted Areas Act, Act 344 of the Public Acts of 1945, as amended, of the State of Michigan.

- b) Estimated Cost of Improvements

The estimated Cost of Public Improvements to be made within the project are hereby made a part of the Development Plan as required by Section 4 (c) of the Rehabilitation of Blighted Areas Act, Act 344 of the Public Acts of 1945, as amended, of the State of Michigan.

- c) Zoning Plans

The existing Zoning Plan and the proposed Zoning Plan are hereby made a part of the Development Plan as required by Section 4 (c) of the Rehabilitation of Blighted Areas Act, Act 344 of the Public Acts of 1945, as amended, of the State of Michigan.

- d) Street and Alley Adjustment Plan

The Street and Alley Adjustment Plan is hereby made a part of the Development Plan as required by Section 4 (c) of the Rehabilitation of Blighted Areas Act, Act 344 of the Public Acts of 1945, as amended, of the State of Michigan.

4. Procedure for Changes in the Approved Plan

If, subsequent to the approval of this Development Plan, the City Council of the City of Detroit desires to modify or change said Development Plan, it shall hold a public hearing thereon, notice of such hearing to be given as provided by applicable State and Local Law. If the modification or change is approved by the City Council, it shall become a part of the approved Development Plan.